

Lt. Comdr. Mannix would say was that they had been "given instructions to protect the neutrality of the United States and to see that all vessels leaving here have proper clearance papers."

Ultimately, with the situation at Bar Harbor resolved—gold, silver, passengers, and mail all transferred ashore and *Kronprinzessin Cecilie* interned—*Androscoggin* weighed anchor and departed Bar Harbor on 16 August, relieved on station by USRC *Mohawk*. After touching briefly at Portland, *Androscoggin* got underway on the 18th, bound for the depot at South Baltimore. She reached Arundel Cove on the 22d and later shifted to Baltimore, where she was drydocked for hull repairs that lasted through the remainder of the summer. While at Baltimore, the cutter contributed a landing party to march in the Star-Spangled Banner celebrations in that city on 11 September. Returning to the depot on the 22d of that month, *Androscoggin* remained at Arundel Cove into the winter before getting underway for Boston three days before Christmas. She arrived there for duty with the Eastern Division on the last day of 1914.

Androscoggin's operations that winter reflected the new emphasis in providing otherwise unobtainable medical services for the men of the American fishing fleets. An Act of 24 June 1914 had authorized the Commandant of the Revenue Cutter Service to "detail for duty on revenue cutters such surgeons and other persons of the Public Health Service as . . . necessary." As a result of this act, *Androscoggin* was fitted out as a hospital ship and "relieved from the regular duties as normally performed by cutters" to cruise the fishing banks off Nova Scotia and New England.

Shortly after *Androscoggin* departed Boston on 15 January 1915 for Gloucester, Mass., to confer with representatives of the fishing industry, the Revenue Cutter Service and the Lifesaving Service were merged by the Act of 28 January 1915 establishing the United States Coast Guard. Based in Boston, the cutter touched at the ports of Halifax, Liverpool, and Shelburne, Nova Scotia, and frequented the Brown and Lahave Banks. The catches for the regular season had proved disappointingly small by the time the ship's expected service with the fishing fleet was up, the fishermen remaining in the waters off Nova Scotia in the hope of reaping more bounty from the sea. This development moved Capt. Hall of *Androscoggin* to report the necessity for remaining "on station" into the early spring. This extension granted, *Androscoggin* operated off the Grand Banks, pausing briefly to take on coal and water at Halifax, into late May, 1915. *Androscoggin's* doctor treated more than 100 medical cases during the first five months that the ship spent in two at-sea periods among the craft off the Banks. During that time, she did not neglect her other traditional functions—assisting three vessels in distress.

Following this arduous duty, *Androscoggin* sailed south for the Coast Guard Depot at South Baltimore, arriving on the morning of 7 June. She remained there until sailing for Boston that morning of 12 October. Resuming her operation with the fishing fleets that November, the ship again operated out of Halifax and Shelburne, into May 1916. The presence of a hospital ship in their vicinity over the next few months, was a source of great comfort and security to the fishermen, and her duty remained unchanged as the world situation worsened. Ultimately the conflict in Europe became "global" when the United States entered the war on 6 April 1917. The following day, *Androscoggin* received word to acknowledge "Plan One."

As the Coast Guard came under the control of the Navy for the duration of "The War to end all Wars," *Androscoggin* quickly prepared for wartime service. Within 10 days of America's entering into hostilities, Commander, Squadron 1, Patrol Force, Atlantic Fleet—to which *Androscoggin* was initially assigned—recommended that she be rearmed with a battery of four 3-inch guns vice her 6-pounders. However, the shortage of such weapons made their assignment to *Androscoggin* by the summer impossible and instead her "worn" guns were replaced by similar caliber weapons taken off USCGC *Tampa* when the latter was rearmed for war service.

Based at Provincetown, Mass., *Androscoggin* was "prepared at all times to get underway at two hours' notice for patrol or other duties" of the Patrol Force, into the autumn of 1917. Outside of her new wartime patrol duties, *Androscoggin* continued to perform her usual peacetime task of going to the aid of distressed shipping. One instance of this occurred when, on 9 November 1917, she received a report that SS *Santa Rita* had

broken down; *Androscoggin* departed Boston at 1030 that day and learned at 1135 on the 12th that *Santa Rita* no longer needed assistance since another vessel had arrived and provided her with enough fuel to make port. *Androscoggin* returned to port on the morning of the 15th. A short time later, her rudder and steering gear were damaged in a gale and prevented her from assisting ships in trouble off New Brunswick and Prince Edward Islands early in December.

During the course of her subsequent repairs, it was necessary to put the cutter up on the marine railway at the Boston Navy Yard. Winter icing conditions, however, delayed the ship's leaving the railway.

Androscoggin was undocked on 15 February and resumed operations soon thereafter. In early March, the ship took the disabled merchantman, SS *Turret Crown*, in tow, taking her to Boston where a tug assumed the tow and took the ship in for repairs. In March, *Androscoggin*—in company with USCGC *Tuscarora*—escorted a formation of 110-foot subchasers to Bermuda. Following that tour of convoy duty, she towed barges from Guantanamo Bay to Hampton Roads in April.

Upon completion of repairs at Boston, *Androscoggin* cruised on Ice Patrol, reporting ice conditions off St. John's, Newfoundland, in mid-May. During the course of her first patrol in those waters, she sighted five large icebergs, two small, and seven "growlers" on 29 May and one small berg on 1 June. Her final report recapitulated what she had seen—no icebergs off the Grand Banks but some to the southward and eastward, concluding that vessels in that area should proceed cautiously in "thick weather."

After stopping briefly at Boston for maintenance, *Androscoggin* returned to northern waters a second time in June, for the Ice Patrol duty before resuming her activities looking in on the fishing fleet off Georges and Grand Banks area that August. During the subsequent repairs at Boston, the efforts to have *Androscoggin's* armament upgraded finally bore fruit, when the ship received 3-inch guns that had initially been earmarked for new construction minesweepers.

Androscoggin operated briefly in the waters off Nova Scotia in early October 1918 and touched at Quebec toward the end of the month. On 11 November, the armistice was signed ending hostilities. Between 5 and 9 December 1918, the cutter convoyed a flotilla of nine trawlers from Halifax to Boston.

Detached from the 1st Naval District for temporary duty under the orders of the "Commodore Commandant of the Coast Guard" on 7 March 1919, *Androscoggin*—her battery removed prior to departure—resumed Ice Patrol duties soon thereafter. This ship and the cutter *Tallapoosa* received orders to patrol the steamship lanes to determine the limits of ice areas and to broadcast the information to ships in their vicinity. Relieving *Tallapoosa* on station on 1 May and in turn relieved on the 16th, *Androscoggin* conducted one more patrol before returning to Boston in June.

Relieved of duty with the Ice Patrol on 5 July, *Androscoggin* resumed her operations attached to the 1st Naval District. On 20 July 1919, the ship departed Boston and proceeded to Halifax, convoying four Canadian trawlers and two Canadian drifters to be returned to that government after their brief service with the Navy. Shortly after midnight, one of the trawlers (*No 55*) disappeared into the murk.

While the convoy stopped, *Androscoggin* commenced blowing her whistle at intervals, and heard a three-blast answer which she assumed came from the missing *No 55*. *Androscoggin* then lay to for almost an hour, waiting for the trawler to return to the convoy and plainly heard a whistle in the foggy darkness. Steering toward the sound but seeing no lights accompanying it, the cutter proceeded on the same course for five miles but neither sighted nor heard anything more. She then again lay to but—as day broke upon the calm, hazy sea—there was no sign of the lost trawler. At 0600, on the 21st, *Androscoggin* continued on her voyage, convoying the three remaining trawlers and the two drifters, reaching Halifax on the 23d. Happily, the missing trawler turned up safe and sound, reporting her position as anchored off the fogbound entrance to Dover, Nova Scotia, on the morning of 23 July and indicating her intentions to proceed when the fog cleared.

After returning to Boston, *Androscoggin* escorted a second convoy of Canadian drifters to Halifax (30 August to 2 September) before arriving at Boston on the 5th. Although the Coast Guard was transferred back to the jurisdiction of the Treasury Depart-

ment on 28 August 1919, *Androscoggin*, along with the cutters *Ossipee*, *Acushnet*, *Mackinac*, and *Winnisimmet*, was not returned to the Treasury Department until 22 September 1919.

Androscoggin resumed regular cruising duty the following spring, based at Boston and was assigned to the Eastern Division, held in readiness to answer calls to assist vessels in distress "and perform all the other duties of a regular cruising cutter." Her cruising grounds were to encompass the waters from Eastport, Maine, to Nantucket Shoals. Highlights of her operations over the next few months were two instances in which she responded to calls for assistance from vessels and temporary duty on the New York station with the International Yacht Races.

That fall, the cutter cruised to Gloucester, Mass., a visit occasioned by a complaint, lodged by fishermen with the local congressman, that a number of Gloucester fishermen's nets had been tampered with by persons unknown. They asked the government to protect their nets "against marauders" who were daily destroying them some three to four miles off Cape Ann. *Androscoggin* accordingly sailed for Gloucester on the morning of 22 October 1920 and investigated the matter, spreading the news that the Coast Guard was "on the lookout for the persons guilty of cutting the fishnets or any other interference with the fishermen in their regular pursuit of trade."

Following that mission, *Androscoggin* resumed operations out of Boston, spending the latter part of the year under repairs at the Boston Navy Yard before resuming duty status on 1 January 1921. Once in January and again in February, *Androscoggin* searched unsuccessfully for wreckage reported by passing steamers, looking for possible menaces to navigation that needed to be destroyed. That spring, in the absence of *Acushnet* from her regular station at Woods Hole, Mass., *Androscoggin* was based temporarily there, taking over *Acushnet's* cruising area out of that port. She continued standing-in for other ships when she operated out of New London in the absence of USCGC *Ossipee* in early June. During the course of those operations, *Androscoggin* visited Gloucester, Portland, Rockland, Cutler, Eastport, Lubec, Pleasant Bay, Castine, Belfast, Boothbsy, Kittery Point, and paid return calls on Rockport and Gloucester between 6 and 15 June 1921. Her orders directed her to board vessels, enforce the customs, navigation, and boat laws ascertaining "whether there are known violations of laws coming under the cognizance of the Coast Guard and take action accordingly"

Subsequently sailing south to Norfolk, *Androscoggin* relieved USCGC *Manning* on 1 July, freeing that cutter to undergo an overhaul. During the course of that brief stint of replacement duty, *Androscoggin* visited Chincoetague Island, searching for the schooners *Bertha* and *Pocomo*, whose owners had allegedly been using them for smuggling whiskey in violation of Prohibition Laws. When her search proved unsuccessful, the ship returned to Norfolk on 12 July.

When *Manning* returned to her regular station, *Androscoggin* received her final cruising orders: to proceed to the Coast Guard Depot at South Baltimore for decommissioning. Departing Norfolk on the morning of 3 August, *Androscoggin* reached the Washington Navy Yard the following afternoon. Prior to arriving at the Coast Guard depot on 16 August, the ship conducted a brief cruise down the Potomac with a congressional delegation, members of the Committee on Interstate and Foreign Commerce—including its chairman, the Honorable Samuel E. Winslow of Massachusetts—embarked. "The run was delightful and the experience instructive," Winslow later wrote in appreciation to Commodore William E. Reynolds, the Commandant of the Coast Guard, "Everything about the boat [sic] in respect of its cleanliness, order, and good conduct of the crew indicated a careful observance of duty on the part of everybody"

After the removal of stores and equipment to be properly stored at the depot, *Androscoggin* was placed out of commission at the Coast Guard Depot, South Baltimore, on 26 August 1921, and her crew was assigned to the newly built USCGC *Tampa*. On 10 May 1922, *Androscoggin* was sold, along with the former cutter *Itasca* (ex-Bancroft) to Mr. Charles A. Jording of Baltimore.

The name *Androscoggin* was initially assigned to AOG-24 but that projected *Mettawee*-class gasoline tanker was renamed *Sheepscot* (q.v.) to avoid confusion with the *Owasco*-class Coast Guard cutter (WPG-68) of the same name.

Anemone

A member of a species of a large genus of the buttercup family.

I

(ScTug: t. 156; l. 99'; b. 20'5"; dph. 8'4"; s. 11 k.; cpl. 30; a. 2 24-pdr. sb., 2 12-pdr. sb.)

The first *Anemone*—a screw tug built in 1864 at Philadelphia—was purchased by the Navy from S. & J. M. Flannagan on 13 August 1864 at Philadelphia prior to her documentation as a merchantman; named *Anemone*; fitted out by the Philadelphia Navy Yard for naval service; and commissioned there on 14 September 1864, Acting Master Jonathan Baker in command.

Assigned to the North Atlantic Blockading Squadron, *Anemone* reported to Rear Admiral Samuel Phillips Lee at Beaufort, N.C., on 20 September 1864 and received orders to join in the cordon of Union ships guarding the western bar off Wilmington. She promptly took station, but soon thereafter suffered a rudder casualty and was forced to retire to the Norfolk Navy Yard for repairs.

The tug returned to waters off Wilmington early in December and took part in the abortive attack on Fort Fisher on Christmas Eve 1864. She then received orders to Beaufort where she served through the end of the Civil War and into the ensuing summer. On the morning of 20 July, after *Quinnebaug* had been seriously damaged while leaving Beaufort, *Anemone's* commanding officer, Acting Ensign A. O. Kruge, and her executive officer, Mate George W. Briggs, commanded launches which rescued the crew and passengers—homeward-bound troops—from the doomed Army transport.

Shortly thereafter, *Anemone* sailed North to serve as a tug at the New York Navy Yard during the partial demobilization of the Union fleet. She was decommissioned there on 28 September 1865 and was sold at public auction on 25 October 1865. Documented *Wicaco* on 1 December 1865, the tug served American shipping until 1896.

II

(Lht.: t. 677; l. 174'; b. 30'; s. 13 k.; cpl. 26)

The second *Anemone*—a lighthouse tender constructed in 1908 at Camden, N. J., for the Lighthouse Service—was transferred to the Navy on 16 April 1917, after the United States entered World War I, and was commissioned on 16 May 1917. Assigned to the 2d Naval District, the ship spent the war years patrolling, tending antisubmarine nets, adjusting buoys, and laying mines. Her name was struck from the Navy list on 4 March 1919, and she was returned to the Lighthouse Service.

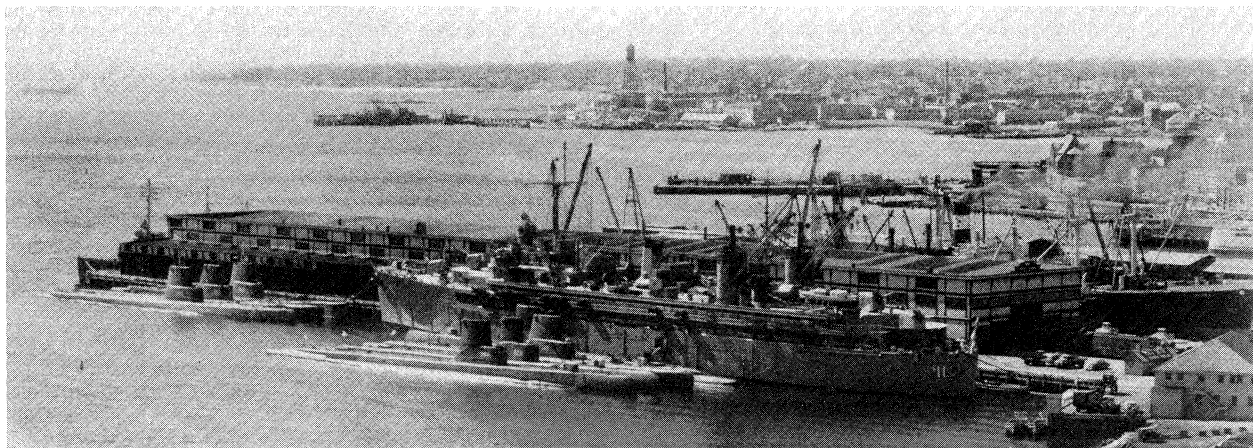
Anemone IV

(MB: t. 118 (gross); l. 127'0"; b. 18'10"; dr. 16' (aft); s. 8 k.; cpl. 24; a. 1 1-pdr.)

Anemone IV—a ketch-rigged auxiliary schooner built in 1899 at Gosport, Maine, by Camper & Nicholson—was acquired by the Navy on 3 October 1917 at Fort Townsend, Wash., under free lease from Mr. E. A. Sims. Although she was carried on the Navy list only by her official identification number, SP-1290, numerous government documents, lists, and registers—other than the Navy list—referred to the vessel by the name *Anemone IV*. Apparently, she was never placed in commission; but she saw active service in the 13th Naval District training recruits at the Naval Training Station, Seattle. She was placed out of service on 3 March 1919 at the Puget Sound Navy Yard and was returned to her owner the following day. Her number was struck from the Navy list concurrently with her return to Mr. Sims.

Angler

A marine fish found on both sides of the Atlantic. It lies partly buried on the ocean floor enticing smaller fish within its reach by moving an appendage located on the head and mouth.



Angler (SSK-240), moored outboard in the nest of ships at the end of State Pier (left) at New London, Conn., March 1953, along with *Entemedor* (SS-340) and *Halfbeak* (SS-352). Other ships present include *Fulton* (AS-11), with *Razorback* (SS-394), *Tusk* (SS-426) and *Hardhead* (SS-365). (NH 90524)

(SS-240: dp. 1,845 (surf.), 2,415 (subm.); l. 311'8"; b. 27'3"; dr. 15'5"; s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 81; a. 10 21" tt., 1 3", 2 .50-cal. mg., 2 .30-cal. mg.; cl. *Gato*)

Angler (SS-240) was laid down on 9 November 1942 by the Electric Boat Co., Groton, Conn.; launched on 4 July 1943; sponsored by Mrs. Patrick H. Drewery, the wife of Congressman Patrick H. Drewery of the House Naval Affairs Committee; and commissioned at New London, Conn., on 1 October 1943, Lt. Comdr. Roger I. Olsen in command.

Following shakedown in the New London and Newport, R.I., area, *Angler* sailed to Key West, Fla. She arrived on 21 November and after one week of operations with the Fleet Sound School, sailed for Pearl Harbor on 27 November.

Selected to be transferred from Pearl Harbor to base on Fremantle, Australia, *Angler* commenced her first war patrol on 10 January 1944, her patrol to terminate at Fremantle. *Angler* encountered a Japanese convoy north of the Marianas on 29 January, and attacked with torpedoes. She claimed to have sunk one ship and damaged two others, but postwar records confirmed only the sinking of the 890-ton net tender *Shuko Maru*. Having developed "structural noises" which prevented silent running, *Angler* turned back to Midway for repairs, arriving on 4 February.

Angler began her second war patrol on 15 February, assigned the waters off the east coast of the Philippines in the Mindanao and Sulu Seas. While she was nearing her patrol area, General Douglas MacArthur had learned that the Japanese were massacring all the civilians they could find on the island of Panay. MacArthur requested that a submarine be assigned to evacuate what was believed to be about twenty civilians from the island. The task fell to *Angler*, and she found 58 men, women, and children—not about 20—awaiting rescue. *Angler* took all of them on board and berthed them in the forward and after torpedo rooms. Meals were limited to two per day in an attempt to stretch the submarine's overtaxed food supply. Toward the end of the cruise, many of the passengers and crew became nauseous. The captain suspected the water supply may have been contaminated, and requested that the fresh water tanks be cleaned upon arrival at Fremantle on 9 April.

Angler sailed on 3 May for another patrol—one of eight submarines assigned to support the carrier strike scheduled to hit Surabaya, Java. Their job would be to destroy retreating Japanese ships, to provide lifeguard services, and to guard the major passages from the Java Sea (the Sunda and Lombok Straits) to the Indian Ocean lest the Japanese try to move into the Indian Ocean to attack the Allied strike force. Launched as scheduled on 17 May, the strikes achieved complete surprise.

The only action of the patrol for *Angler* came on 20 May, when she torpedoed and sank the 2,105-ton cargo ship *Otori Maru*. Japanese escort vessels administered a bad pounding to *Angler*, but she escaped damage.

The next day, 21 May, nausea again gripped everyone on board *Angler*. The situation was reported to Fremantle, and the submarine was ordered to return at once. Things on board *Angler* continued to grow worse. On 22 May, Lt. Comdr. Olsen noted in the log: "Physical condition of officers and crew is so bad that it is difficult to maintain watch, either surface or submerged. Put crew on fruit juice alone, no water. Held thorough field day in case boat is contaminated. Exercised special supervision in cooking, dishwashing." On 23 May he wrote, "Decided to run submerged as we did not have enough able-bodied people to maintain proper surface watch."

Flasher (SS-249) and *Childs* (AVD-1) were sent to intercept *Angler* and lend assistance. *Crevalle* (SS-291) also arrived and transferred a doctor to assist the ailing crewmembers. *Angler* finally arrived at Fremantle on 29 May. An investigation concluded that an electrician had taken a can of carbon tetrachloride, on board as a cleaning agent, which was strictly forbidden. Although the illness was attributed to the tetrachloride, some, however, suspected that the fresh water tanks had not been cleaned as requested, and that that was the cause of the mysterious malady that had laid low *Angler's* crew.

Angler began her fifth patrol on 21 June. She paused to refuel alongside a barge in Exmouth Gulf on 24 June, and while maneuvering into position, hit an uncharted obstruction. Returning to Fremantle for repairs, *Angler* was underway again on 29 June with a new starboard propeller. She rendezvoused with *Flasher* and *Crevalle* to carry out one of the first "wolf pack" patrols of the war. The group worked the middle area of the South China Sea and along the Indochinese coast, without success. They were then ordered to move to a position off the west coast of Luzon. On 25 July, *Angler* and her sister ships picked up a large north-bound convoy and began a series of attacks over the next few days. While *Angler* failed to damage any ships, the pack as a whole sank six ships for 36,000 tons. The patrol continued uneventfully until 23 August, when *Angler* returned to Fremantle.

On 18 September, the submarine departed on her next patrol, to operate with *Bluegill* (SS-242) in the Sulu Sea. On 14 October, *Angler* torpedoed and sank the 2,400-ton transport *Nanrei Maru*.

At 0145 on 22 October, the men on watch on *Angler's* bridge were startled by voices calling out of the darkness. Repeated attempts to locate the source of the calling proved unsuccessful, but the dawn soon revealed "one of the most gruesome sights imaginable as far as you could see . . ." the water literally covered with wreckage and dead Japanese, most clad in Army uniforms. Aircraft in the vicinity made stopping to investigate one lifeboat a risky proposition, but *Angler* returned at sunset. At 1806, she brought this boat alongside and counted 26 men—soldiers and naval ratings. Determining who was the senior officer of the group, the submarine retained three men for questioning, and after giving the remaining men in the boat some food, water, and a course to land, 80 miles away, released the lifeboat. The three prisoners retained on board—Second Lieutenant Seigi

Shimazu, Sergeant Sei Fuji, and Sergeant Toyonaga Nishikawa—had willingly agreed to go along with the Americans.

Continuing her war patrol, at 1915 on 23 October, *Angler* made radar contact with the main Japanese force steaming to contest the Allied invasion of Leyte. *Angler* tracked the task force until 0240 the following morning, and her contact reports proved of inestimable value to the American forces off Leyte. Ironically, *Angler* had just made contact with the only worthwhile convoy of her entire patrol. Although the maneuvers to clear the convoy took her ten miles astern of the task force, *Angler* forsook the convoy for the more important task force. On 1 November, she rendezvoused with *Hardhead* (SS-365), and received on board Cdr. Fred E. Bakutis, a pilot from Fighting Squadron (VF) 20 who had been rescued by *Hardhead* a short time before. *Angler* eventually returned to Fremantle on 9 November.

On 4 December, *Angler* left on her sixth patrol, during which time she served a brief period of lifeguard duty. On 13 December, *Bergall* (SS-320) was fired on by a Japanese destroyer. A shell tore a large hole in *Bergall's* pressure hull and left the submarine unable to dive. *Angler*, operating in the Java Sea, received orders to proceed to *Bergall's* assistance, take off the crew and torpedo the ship. She found the crippled submarine on 15 December. *Bergall's* commanding officer, Comdr. John Hyde, had decided to remain in *Bergall* with a skeleton crew. *Angler* trailed *Bergall* to take everyone off if a Japanese attack threatened. The two submarines traveled nearly 2,000 miles, through waters mostly controlled by the enemy, and reached Exmouth Gulf safely on 20 December without seeing any Japanese airplanes or ships.

Angler resumed her patrol, but contacted no enemy shipping. She put in to Saipan briefly on 6 February 1945, then continued on to Pearl Harbor. *Angler* reached the west coast of the United States on 24 February, and immediately began overhaul at the Bethlehem Steel Co. yard at San Francisco. She was underway again on 18 May, and by 12 June was ready to begin her seventh and final war patrol. On 27 June, she made a fuel stop at Saipan, then sailed to patrol the waters east of Honshu. At that stage of the war, shipping targets were few and far between, and *Angler* found made only two contacts; one of these moved away faster than *Angler* could close, but the submarine developed the other into a torpedo attack on 25 July 1945 which proved unsuccessful.

Angler did, however, conduct three shore bombardment missions during this patrol. The first, on 26 July, found her making a careful reconnaissance to locate a Japanese installation on Kin-kasan Island. From a range somewhere between 3,000 and 4,000 yards, *Angler* hurled 25 rounds of 5-inch at a target area containing closely bunched buildings, radio towers, and a lighthouse. Although she claimed at least 20 hits, the large clouds of smoke and dust made a closer assessment of damage impossible.

Five days later, on 31 July 1945, after an all-day close-in observation, *Angler* surfaced at dusk in a thick fog, off Tomakomai, on Hokkaido, and fired 50 rounds of 5-inch at what looked like a thickly congested factory installation. The next day, on 1 August, *Angler* joined *Sea Poacher* (SS-406) and *Thornback* (SS-418) in carrying out a coordinated gun action against boat sheds and boats; *Angler* firing 23 rounds of 5-inch, 320 rounds of 40-millimeter and 300 rounds of 20-millimeter.

Angler arrived at Midway on 9 August, and was at that atoll when hostilities ceased on 15 August. She sailed for Pearl Harbor on 26 August and paused there briefly before continuing on to the United States. The submarine transited the Panama Canal on 14 September, and called at New Orleans on 20 September. A month of leave and upkeep followed; and, on 24 October, *Angler* got underway for Jacksonville, Fla. She continued on to Newport to unload her torpedoes on 2 November, and arrived at New London on 6 November. *Angler* sailed to Portsmouth, N.H., in February 1946 to begin deactivation. She returned to New London on 21 April, and was decommissioned there on 12 February 1947.

Following her recommissioning on 2 April 1951, *Angler* held shakedown in the Caribbean. She then began operations from her home port of New London. In October 1952, *Angler* was decommissioned and entered the General Dynamics Corp. yard at Groton, Conn., for overhaul and conversion. She was redesignated SSK-240 in February 1953.

Upon completion of overhaul, *Angler* was recommissioned in September 1953 and rejoined the Atlantic Fleet. Following her shakedown in the West Indies from November through March

1954, she returned to New London. She then operated along the east coast and in the West Indies for the next two years, taking part in numerous Atlantic Fleet exercises, and spent the period from January through April 1956 undergoing overhaul at the Portsmouth (N.H.) Naval Shipyard. *Angler* made a training cruise to the West Indies, then returned to the east coast. In October, the submarine deployed to northern Europe and visited several ports in Great Britain before returning in December to New London.

Angler spent the first eight months of 1957 participating in exercises along the east coast. On 27 September, she was underway for Europe to take part in NATO fleet exercises. She then visited Dieppe, France, and Portland, England, before returning to New London. Her final operation of the year was a training cruise to Bermuda in November.

From 24 February to 23 March 1958, *Angler* participated in Operation "Springboard," held in the West Indies and Caribbean, following those evolutions with numerous training exercises. On 3 November, *Angler* once again entered the Portsmouth Naval Shipyard for overhaul. Repairs were completed in March 1959, and the submarine resumed her schedule of operations and exercises along the east coast. She also rendered services to the Submarine School, New London. In 1960, the ship was redesignated as SS-240.

On 24 October 1962, *Angler* commenced her first deployment to the 6th Fleet and conducted operations in the Mediterranean. In the course of her deployment, she visited ports in Spain, Italy, France, and Greece. She returned to New London on 6 February 1963 and resumed operations with the submarine school. During 1963, *Angler* was redesignated AGSS-240. For the remainder of her career, the submarine continued her pattern of periodic deployments to the Caribbean and West Indies, made midshipman and Naval Reserve training cruises, and operated in conjunction with the submarine school.

Angler was decommissioned on 1 April 1967 and was assigned to the Naval Reserve training program at Philadelphia. On 30 June 1971, she was redesignated IXSS-240. Her name was struck from the Naval Vessel Register on 15 December 1971. Sold to the Union Minerals and Alloys Corp., of New York City, on 1 February 1974, she was removed from naval custody on 4 March 1974 to be broken up for scrap.

Angler won six battle stars for her World War II service.

Anguilla Bay

The origin of this name is obscure, but it apparently refers to a bay indenting the coast of the Aleutian island of Anguilla (Spanish for "eel") in the Gulf of Esquibel, Alexander Archipelago, named by the Spanish explorers Francisco Antonio Maurille and Juan Francisco Quadra between 1774 and 1779.

The unnamed auxiliary aircraft carrier ACV-58 was laid down under a Maritime Commission contract (MC hull 1095) on 17 November 1942 at Vancouver, Wash., by the Kaiser Co.; named *Anguilla Bay* on 22 January 1943; but, prior to the ship's launching, renamed *Corregidor* (q.v.) on 3 April 1943 to commemorate the heroic but doomed defense of that island during the Philippine campaign of 1941-1942.

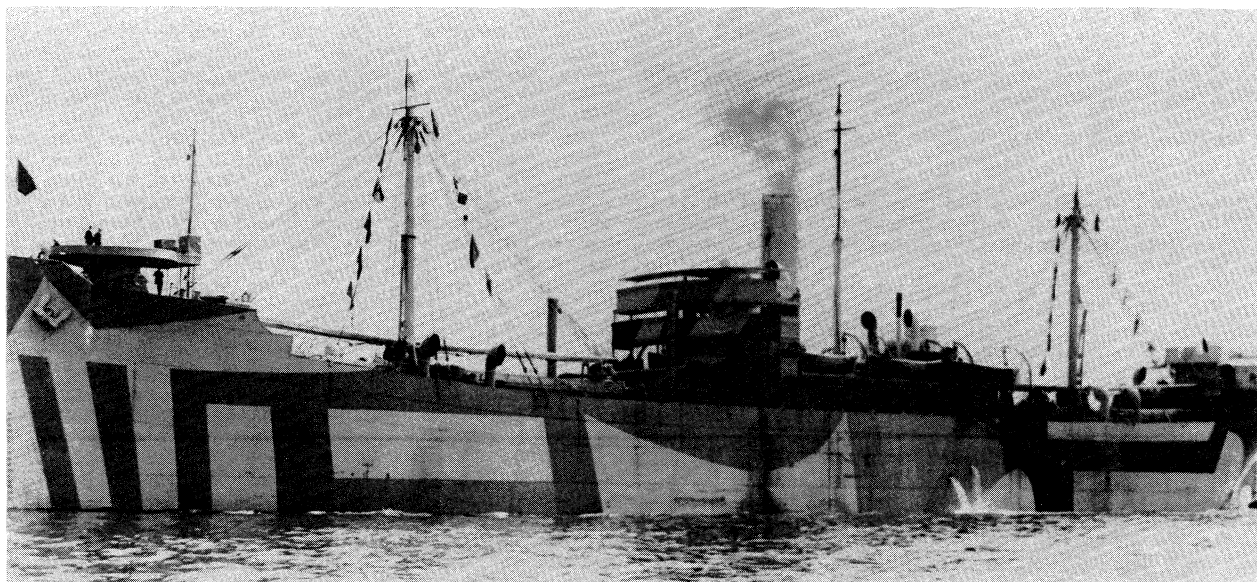
The name *Anguilla Bay* was reassigned to CVE-96 on 28 June 1943, but that escort aircraft carrier was renamed *Salamaua* (q.v.) on 6 November 1943, prior to the laying of the ship's keel, commemorating the recent (15 September 1943) taking of that New Guinean town by Allied forces.

Aniwa

A village in Shawano County, Wis.; a corruption of the Chipewa Indian prefix "aniwi" which signifies superiority.

(Freighter: dp. 12,700; l. 416'6"; b. 53'; dr. 26'5" (mean); s. 10 k.; cpl. 70; a. 1 6", 1 6-pdr.)

Aniwa—a steel-hulled, single-screw freighter built under a United States Shipping Board (USSB) contract in 1918 at Oakland, Calif., by the Moore Shipbuilding Co.—was earmarked



Aniwa (Id. No. 3146), underway soon after completion. Note "dazzle" paint scheme, designed to break up the ship's silhouette and disrupt a submariner's perception of her course, as well as the empty gun platforms at both bow and stern, indicating that her main and secondary batteries have not yet been installed. (NH 65140)

by the Navy for operation by the Naval Overseas Transportation Service (NOTS). Assigned the identification number (Id. No. 3146, the freighter departed her builder's yard for final sea trials on the morning of 25 July 1918 and arrived at San Francisco, Calif., that afternoon. During the passage, her prospective commanding officer, Lt. Comdr. Foster Ryer, USNRF, came on board from a launch. The following morning, *Aniwa* was placed in commission, Lt. Comdr. Ryer in command.

Shifting to the Mare Island Navy Yard, Vallejo, Calif., on the 27th to take on stores and embark the balance of her crew, *Aniwa* moved to Port Costa on the 31st and loaded a cargo of flour. Underway for the east coast of the United States on 7 August, *Aniwa* transited the Panama Canal on the 23d and—after clearing Cristobal, Panama, early on the 24th—shaped course for New York. She reached Brooklyn, on the afternoon of 4 September.

Shortly after midday on the 15th, *Aniwa* headed out to sea in a convoy bound, ultimately, for the North Russian port of Archangel. Earlier in the year, Ambassador David R. Francis had urged the sending of shiploads of foodstuffs to Archangel for a three-fold purpose: (1) to feed the local Russian population whose flow of provisions had been interrupted by the Czech Legion's occupation of the Trans-Siberian Railway; (2) to provide for the Allied representatives in the city of Vologda should they retire northward; and (3) to create a favorable image of the United States.

Aniwa arrived off the mouth of the Dvina River on 11 October and ascended that waterway the following day and at 1745 made fast alongside the British merchantman SS *Grofe Castle* which in turn was moored to a wharf. She immediately posted watches bow and stern to protect the ship and her cargo. Two days later four soldiers—a corporal and three privates—reported to the ship to serve as an "armed guard."

An outbreak of influenza in the seaport curtailed liberty for the crew during certain periods of the ship's stay in Archangel. It even struck the ship's hospital corpsman, who had to be sent ashore for treatment in the American Red Cross hospital. To fill the gap created by his illness, the ships' doctors of *West Gambo* (Id. No. 3220) and *Olympia* (Cruiser No. 6) visited *Aniwa* and ministered to her sick.

Unloading operations proceeded nearly without incident. On the afternoon of 23 October, two Russian stevedores, obviously feeling the shortage of foodstuffs ashore, were caught trying to leave the ship with small quantities of *Aniwa's* cargo of flour.

Then, on 5 November, a sling broke dropping a bale of hemp on a Russian stevedore. Fortunately, the man was not badly hurt and was soon on his way to a Russian hospital for treatment.

Underway for the United States on the morning of 10 November with a small number of passengers embarked, *Aniwa* sailed in ballast and reached Brooklyn, on 8 December. Shifting to Bush Docks, Brooklyn, soon thereafter, she loaded 6,905 tons of general cargo and underwent a few minor repairs before beginning her next voyage, this time under the auspices of the Naval Overseas Transportation Service.

Four days after Christmas of 1918, shortly after midday, *Aniwa* cleared the port of New York on her first post-armistice voyage, bound for Gibraltar. As the days wore on, the weather remained fairly rough, with the ship rolling easily in the long swells, and she took water forward and aft; a leak in the after storeroom occupied the attention of at least one man for nearly an entire day on 7 January 1919. Soon thereafter, problems with her condenser and boilers forced her to put into the Azores on the 10th for voyage repairs.

Underway again on 28 January, *Aniwa* reached Gibraltar on 4 February and tarried there for a short while before resuming her voyage to Genoa, Italy, where she arrived on the morning of 11 February.

Inept cargo handling during unloading operations caused much damage to the shipment of foodstuffs that the ship had carried from New York. Finally, after having discharged all that she had brought, by early March, *Aniwa* took on ammunition from the Navy tugs *Nahant* and *Penobscot* for transportation back to the United States, and then loaded ballast for the return trip. She departed from that Italian port on the morning of St. Patrick's Day.

After touching briefly at Gibraltar on 23 and 24 March to pick up passengers, *Aniwa* continued her homeward-bound voyage, ultimately arriving off Tompkinsville, Staten Island, on 15 April. There, she unloaded the ammunition and soon moved to the pier at East 19th Street, New York City. She was decommissioned there on 21 April 1919, and her name was struck from the Navy list that same day.

Turned over to the USSB for operation, *Aniwa* continued carrying cargo, this time under civilian auspices. Her travels for the remainder of 1919 took her to Mobile, Ala.; Liverpool, England; and Newport News, Va. Laid up in 1923, *Aniwa* remained inactive for the next six years or so, until being "abandoned" due to age and deterioration during the fiscal year 1930.

Ankachak

A Chnagmiut Indian village located on the right bank of the lower Yukon River in Alaska.

(YTB-501: dp. 260; l. 100'0"; b. 25'0"; dr. 9'7" (f.); s. 12 k.; cl. *Sassaba*)

Ankachak (YTB-501) was laid down on 20 March 1945 at Stamford, Conn., by the Luders Marine Construction Co.; launched on 18 July 1945; and delivered to the Navy on 5 November 1945.

However, by that time World War II had ended and the Navy's need for almost all types of ships had decreased. Therefore, instead of beginning active service, the large harbor tug was laid up with the Green Cove Springs (Fla.) Group, Atlantic Reserve Fleet. Finally, in August 1948, *Ankachak* was placed in service for duty in the 5th Naval District, based at Norfolk, Va. She spent the remainder of her career in the United States Navy operating in the waters of the 5th Naval District. In March 1966, she was reclassified a medium harbor tug and redesignated YTM-767. On 1 July, the tug was transferred to the Greek Navy under lease arrangements. She joined the Greek Navy as *Aias* (A-412). In December 1977, her name was struck from the Navy list; and she was sold to Greece. As of the beginning of 1985, *Aias* was still active with the Greek Navy.

Anna

Anna—a schooner purchased by the Union Navy from the Key West prize court in March 1863—was erroneously called *Annie* (q.v.) when she began her service in the Navy, and the ship carried that name throughout her naval career.

Anna B. Smith

The 70-foot wooden-hulled schooner *Anna B. Smith*—built in 1892 by Joseph B. Brooks, of Little Choptank River, Md., and rebuilt in 1914—is listed in a 5th Naval District Mobilization Plan dated 11 September 1917 as having been "designated . . . and assigned . . . to the 5th Naval District." However, at that time, *Anna B. Smith*—assigned the identification number (Id. No.) 1458—may have been already taken over from the Conservation Commission of Maryland and "enrolled" on 17 August 1917, since she is carried as being "already in naval service." This same source indicates that she was ordered returned to her previous owner on 26 September 1918 and placed "out of commission" on 9 December of the same year.

Annabelle

(MB: t. 8; l. 37'11"; b. 11'0"; dr. 3½ (aft); s. 8 mph.; cpl. 5; a. 1 1-pdr.)

Annabelle (SP-1206)—a motorboat built in 1898 by John Archie—was chartered by the Navy from Mr. W. J. Mathewes of Chincoteague, Va., on 15 June 1917 and was placed in commission on 16 August 1917. Assigned to section patrol duties in the 5th Naval District, she cruised the waters of the Norfolk-Hampton Roads area until returned to her owner on 20 December 1918.

Annapolis

A city in Maryland located on the shores of the Severn River and the Chesapeake Bay. It is the capital of Maryland and the county seat for Anne Arundel County. The United States Naval Academy is located in Annapolis.

I

(Gbt: dp. 1,153; l. 203'6"; b. 36'0" (wl.); dr. 12'9" (aft); s. 13 17 k.; cpl. 133; a. 6 4", 4 6-pdrs.; cl. *Annapolis*)

The first *Annapolis* was laid down on 18 April 1896 at Elizabethport, N.J., by Lewis Nixon; launched on 23 December 1896; sponsored by Miss Georgia Porter, the daughter of Capt. Theodoris Porter, USN; and commissioned at New York on 20 July 1897, Comdr. John J. Hunker in command.

Following commissioning, the gunboat operated along the east coast and in the Caribbean Sea engaged in training missions. In March 1898, she was assigned to the North Atlantic Fleet. By April, the United States had moved to the verge of war with Spain over conditions in Cuba. On 18 April, the warship departed New York on her way to the Florida coast. She arrived at Key West on the 25th, the day on which President McKinley signed a joint resolution of Congress that formalized the fact that a state of war had existed between the United States and Spain since the 21st. She made a round-trip voyage from Key West to Port Tampa and back before joining the blockade off Havana on 2 May. She remained there for 19 days. On 8 May, she assisted *Mayflower* in capturing the Spanish sailing vessel *Santiago Apostol*, bound from Yucatan to Havana with a cargo of fish.

The remainder of that tour passed more or less routinely, and *Annapolis* retired from Cuban waters on 21 May. She spent eight days at Key West and two weeks at Port Tampa before rejoining the blockade at Daiquiri on 22 June. The following day, the gunboat moved to Guantanamo Bay. On 29 June—while she was on station at Guantanamo Bay with *Ericsson* and *Marblehead*—she assisted those ships in the capture of the British steamer *Adula*. On 13 July, she left the Guantanamo Bay area to make a reconnaissance visit to Baracoa on Cuba's northeastern coast. While at Baracoa on the 15th, she conferred with a group of friendly Cubans and engaged in a brief gun duel with an enemy shore battery near the eastern end of the town. She departed Baracoa that same day and resumed duty at Guantanamo Bay on the 16th.

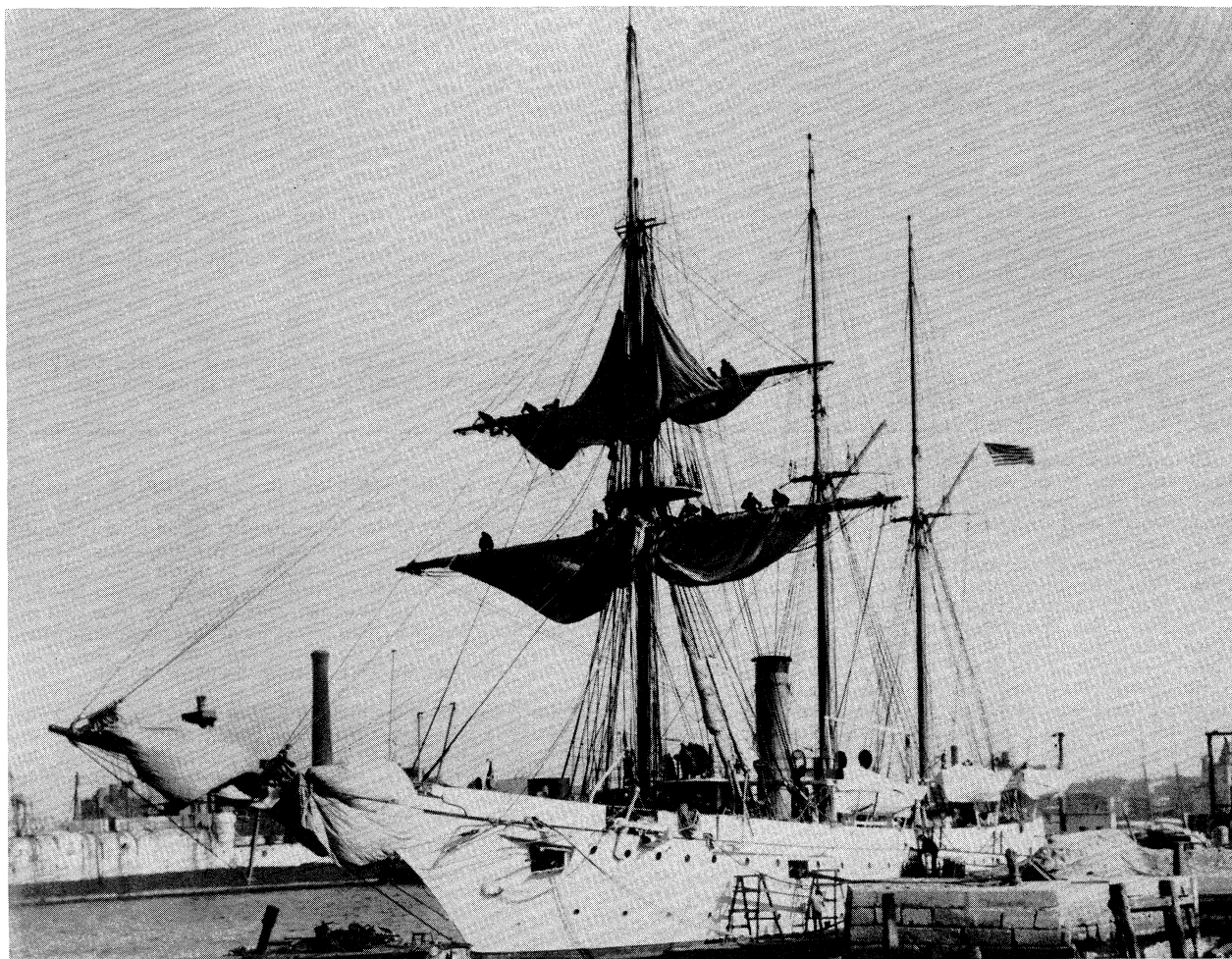
On the 18th, she received orders to help capture Nipe Bay located about 90 miles up the northeastern coast from Baracoa. Following *Wasp*, *Leyden*, and *Topeka* into the bay on the 21st, *Annapolis* successfully passed through a known minefield. Inside, the four American ships discovered the Spanish gunboat *Don Jorge Juan* lying at anchor inside the bay. After a brisk exchange of fire, the Americans bested the Spanish warship, and she began to sink. *Annapolis* and the three other ships set about the tasks of completing the capture of the Nipe Bay littoral and removing the mines from the bay itself. The gunboat departed Nipe Bay on 22 July and set a course for Puerto Rico where she assisted the Army in the capture of the city of Ponce on the 30th. For the remainder of the war, she served at Puerto Rico, making one voyage from that island to St. Thomas in the Danish West Indies at the end of the first week in August just before the armistice of 12 August.

On 24 August, she departed Puerto Rico and proceeded—via Key West—to the New England coast where she visited Newport, R.I.; Portsmouth, N.H.; and New York City. Late in October, the gunboat headed back to the West Indies where she cruised for the next six months. *Annapolis* returned to the New England coast late in April 1899 and operated along the eastern seaboard for the next four months. On 5 September 1899, she was placed out of commission at Norfolk.

She was recommissioned on 14 November 1900, Lt. Comdr. Karl Rohrer in command. At the end of December 1900, she departed Hampton Roads, bound for the Far East. Steaming via the Atlantic Ocean, the Mediterranean Sea, the Suez Canal, and the Indian Ocean, the warship arrived at Cavite in the Philippines on 24 April 1901. She remained in the Far East for the next three years. For the most part, the Philippine Islands constituted her sphere of operations. She conducted patrols, carried passengers and mail between the islands, and supported the Army during the latter stages of the Philippine pacification campaign. She also participated extensively in the hydrographic surveys made of the islands.

In the summer and fall of 1903, she joined American's Far Eastern fleet for a cruise to Chinese and Japanese waters. During that voyage, she visited Chefoo and Shanghai in China, Kobe and Yokohama in Japan, and Tamsui on the island of Formosa before returning to Cavite on 19 November.

The gunboat operated in the Philippines for the next three months; but, late in February 1904, she returned to Shanghai for a month. After a week of target practice in Chinese waters between 30 March and 8 May, *Annapolis* headed back to the



Annapolis pierside at the New York Navy Yard, circa 1897. The decommissioned *Atlanta* lies in the background (left). (19-N-12-17-13)

Philippines, arriving in Cavite on 13 May. However, her stay was brief because she departed Cavite again on 2 June and shaped a course via Yokohama back to the United States.

Annapolis reached Mare Island, Calif., later that summer, was decommissioned, and entered the navy yard there for extensive repairs. She was placed back in commission on 25 March 1907, Lt. Comdr. Lewis J. Clark in command, and departed San Francisco on 5 April bound, via Hawaii, for American Samoa. The gunboat arrived at Tutuila, Samoa, on 22 May and began duty as station ship. She discharged those duties until 9 September 1911 at which time she departed Pago Pago to return home. The warship made a stop at Honolulu on the way back, arrived at San Francisco on 9 October, and entered the Mare Island Navy Yard later that day. The gunboat was decommissioned once more on 16 December 1911.

Annapolis remained at Mare Island until recommissioned on 1 May 1912, Comdr. Warren J. Terhune in command. Sometime in May, the warship moved south to San Diego, whence she departed the 21st and headed for the coast of Central America. She arrived off the coast of Nicaragua, at Corinto, on 13 June. Conditions in that Central American republic had been unstable throughout the first decade of the 20th century but, after 1910, became increasingly worse as three factions vied with each other for power. By the summer of 1912, General Estrada—more or less democratically elected under American auspices—had been forced out of office. His vice president, Adolfo Diaz, took over his duties; but, by the end of July, full scale civil war raged in Nicaragua. *Annapolis* returned to the Corinto area on 1 August following a six-week cruise along the coasts of Honduras,

Salvador, and Guatemala. The gunboat remained at Corinto for the following four months, periodically sending landing parties ashore to protect Americans lives and property and to restore order in areas where Americans were located. On 9 December, she departed Nicaraguan waters to return to San Francisco where, after stops at Acajutla, El Salvador, and at San Diego, Calif., she arrived on 30 December. That same day, the warship entered the Mare Island Navy Yard for repairs.

She completed repairs late in January 1913 and returned to sea on the 20th. The gunboat made a 16-day stop at San Diego before resuming her voyage to Central American waters on 7 February. *Annapolis* arrived at Amapala, Honduras, on 17 February and remained there until 9 March. After a short cruise to the Gulf of Fonseca and to Petosi in Nicaragua on 9 and 10 March, she returned to Amapala on the 10th and remained there until 23 April.

At that time, she departed the Honduran coast and headed for Mexico where successive coups had unseated first Porfirio Diaz and then his successor Francisco Madero. General Victoriano Huerta seized the reins of government, but others—notably Venustiano Carranza, Emiliano Zapata, Alvaro Obregon, and Francisco “Pancho” Villa—contested his usurpation of power and generally added to the mayhem in Mexico. For the next six years, *Annapolis* patrolled the Mexican coast investigating conditions, protecting American interests, and assisting American refugees. She spent most of her time along the Mexican coast but returned periodically to California for repairs, provisions, and training.

In June 1918, she moved through the Panama Canal to begin

duty out of New Orleans, La., with the American Patrol. She cruised the waters of the Gulf of Mexico until 25 April 1919 at which time she was detached from the American Patrol. She departed New Orleans early in May and arrived in San Diego later that month. On 1 July 1919, *Annapolis* was placed out of commission at the Mare Island Navy Yard. Early in 1920, the gunboat was towed to Philadelphia where she was turned over to the Pennsylvania State Nautical School on 1 April 1920. She served as a school ship, on a loan basis, for the next 20 years. On 17 July 1920, when the Navy adopted its alphanumeric system of classification, *Annapolis* was designated PG-10. On 30 June 1940, her name was struck from the Navy list, and she was turned over to the Maritime Commission for disposal. Presumably, she was scrapped.

II

(PF-15: dp. 1,430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20.3 k. (tl.); cpl. 180; a. 3 3", 4 40mm., 9 20mm., 2 dct., 8 dcp., 1 dcp. (hh.); cl. *Tacoma*; T. S2-S2-AQ1)

The second *Annapolis* (PF-15) was laid down on 20 May 1943 at Lorain, Ohio, by the American Shipbuilding Co.; launched on 16 October 1943; sponsored by Mrs. Belva Grace McCready; and commissioned on 4 December 1944 at Galveston, Tex., Comdr. M. F. Garfield, USCG, in command.

On 13 December, the patrol frigate departed Galveston to conduct shakedown training in waters surrounding Bermuda. She conducted those exercises between 19 December 1944 and 17 January 1945. The warship arrived in Norfolk, Va., on 21 January and commenced post-shakedown availability. She concluded repairs on 17 February and, that same day, stood out of Norfolk to screen a convoy to the Mediterranean Sea. *Annapolis* shepherded her convoy into Oran, Algeria, on 5 March and remained there until the 13th when she got underway to escort a return convoy to the United States. She entered port at New York on 30 March. Following a period of escort duty between Norfolk and New York, she departed the latter port in the screen of another convoy bound for North Africa. *Annapolis* reached

Oran on 10 May and departed there a week later. The patrol frigate saw her convoy safely into Philadelphia on 2 June and remained there for a fortnight.

On 16 June, she got underway for the Panama Canal Zone. She arrived in the Canal Zone on 29 June and operated from the submarine base at Coco Solo until early August. On 6 August, she arrived at San Pedro, Calif., and began duty along the west coast with the Pacific Fleet. That duty lasted through the end of the war and into 1946. On 29 May 1946, she was decommissioned at Bremerton, Wash. Her name was struck from the Navy list on 19 June 1946. On 24 November 1947, she was sold to the Mexican government through the Foreign Liquidation Commission of the State Department.

III

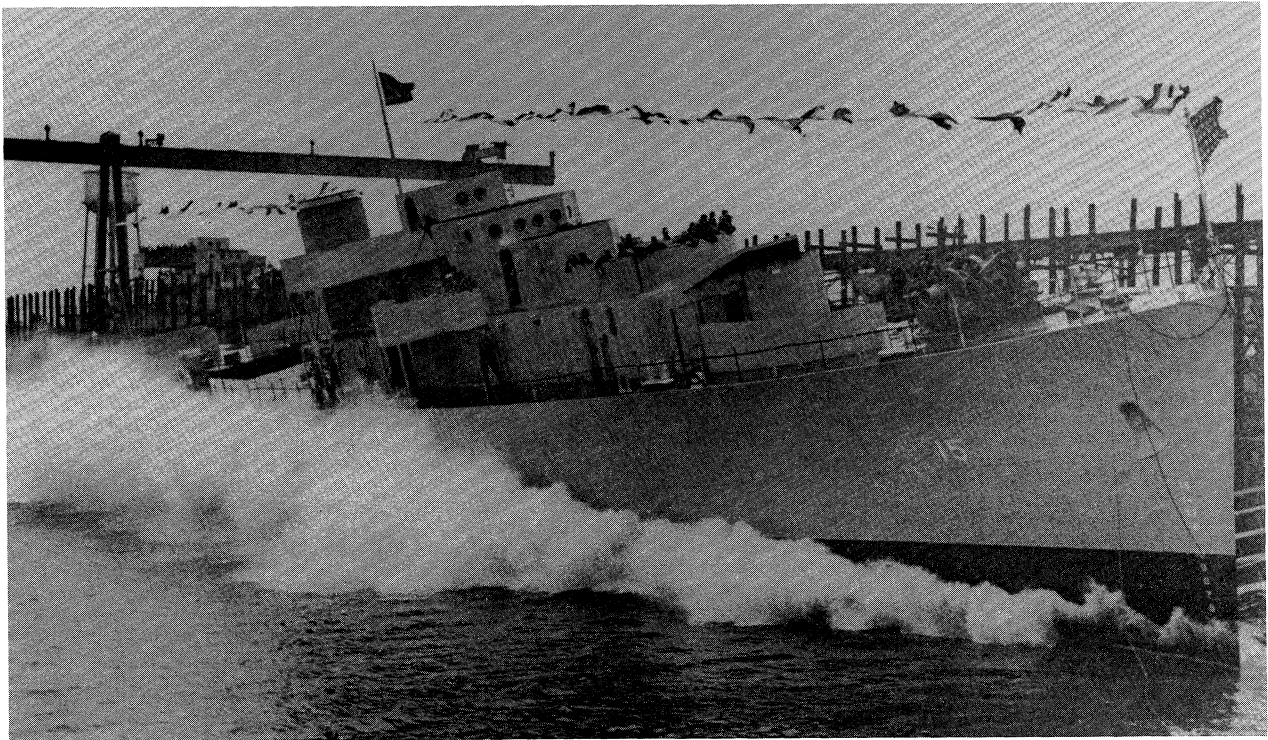
Gilbert Islands (CVE-107) (q.v.) was redesignated AGMR-1 on 1 June 1963 and renamed *Annapolis* on 22 June 1963.

Annawan

A sachem, or chief, of the Wampanoag Indians who lived during the latter half of the 17th century and served under King Philip as a military leader and counselor. When King Philip was killed in August, 1676, Annawan rallied the Wampanoag warriors, led them in escaping from a swamp in which they were surrounded, and carried on a guerrilla campaign against the New England colonists. He was captured later that year and was beheaded at Plymouth, Mass., by order of the colonial authorities.

(YN-50: dp. 95; l. 71'0"; b. 19'0"; dr. 10'6")

Russell No. 15—a tug build in 1935 at Brooklyn, N.Y., by Ira S. Bushey & Sons—was purchased by the Navy on 28 October 1940 from Newton Creek Towing Co., of New York City; renamed *Annawan* the following day; designated YN-50; modified for naval service by the New York Navy Yard; and placed in service there on 8 January 1941.



Annapolis (PF-15) goes down the ways, sideways, at her launching at the American Shipbuilding Co. of Lorain, Ohio, 16 October 1943. This procedure was necessitated by the constricted waters into which ships at some yards were launched. (NH 66293)

The net tender was assigned to the 1st Naval District and arrived in Narragansett Bay to commence duty on 20 January 1941. *Annawan* spend her entire career tending nets and operating as a tug in the 1st Naval District. On 8 April 1942, she was redesignated YNT-18. Later, on 4 August 1945, *Annawan* became a medium harbor tug with the alphanumeric hull designation YTM-739. On 1 September 1946, she was placed out of service. Found to be surplus to the needs of the Navy, *Annawan* was turned over to the Maritime Commission on 6 May 1947 for disposal. Her name was finally struck from the Navy list on 20 December 1948.

Anne Arundel

A county in Maryland whose seat, Annapolis, is the state capital and the home of the Naval Academy.

(AP-76: dp. 14,400; l. 492'; b. 69'6"; dr. 24'; s. 18.4 k.; cpl. 429; a. 4 3", 4 40mm., 18 20mm.; T. C3)

Mormacyork was laid down under a Maritime Commission contract (MC hull 43) on 18 July 1940 at Kearny, N.J., by the Federal Shipbuilding & Drydock Co.; launched on 16 November 1940; sponsored by Mrs. William T. Moore; owned and operated by Moore-McCormack Lines on voyages from the east coast of the United States to South American and Mediterranean ports; acquired by the Navy from the War Shipping Administration on 13 September 1942; converted for naval service as a transport at Brooklyn, N.Y., by the Robbins Shipbuilding & Drydock Co.; and commissioned on 17 September 1942, Comdr. Linsford Y. Mason, Jr., in command.

The next day, the new transport was renamed *Anne Arundel* and designated AP-76. On 22 September, she proceeded to Norfolk, Va., to load cargo and ammunition and then held shake-down training in the Chesapeake Bay. On 23 October, she left the east coast to rendezvous with Task Group (TG) 34.8, which had been formed to invade French Morocco. *Anne Arundel* arrived in the transport area off the Moroccan coast on 8 November and began discharging Army troops and supplies. This process continued until the 15th, when the ship moored at Casablanca. Unloading continued at dockside through the 17th, when she got underway in a convoy returning to the United States.

Upon arriving back at Norfolk on 2 December, the vessel was temporarily assigned to the Naval Transportation Service. The next day, she sailed to Brooklyn, N.Y., to undergo extensive alterations and repairs at the Atlantic Basin Iron Works. The yard work was completed in early January 1943, and the transport began taking on cargo and troops. On 14 January, she sailed

with a convoy on the first of a series of three voyages to Oran, Algeria. In April, while engaged in this service, the ship reported for duty to Amphibious Forces, Atlantic Fleet.

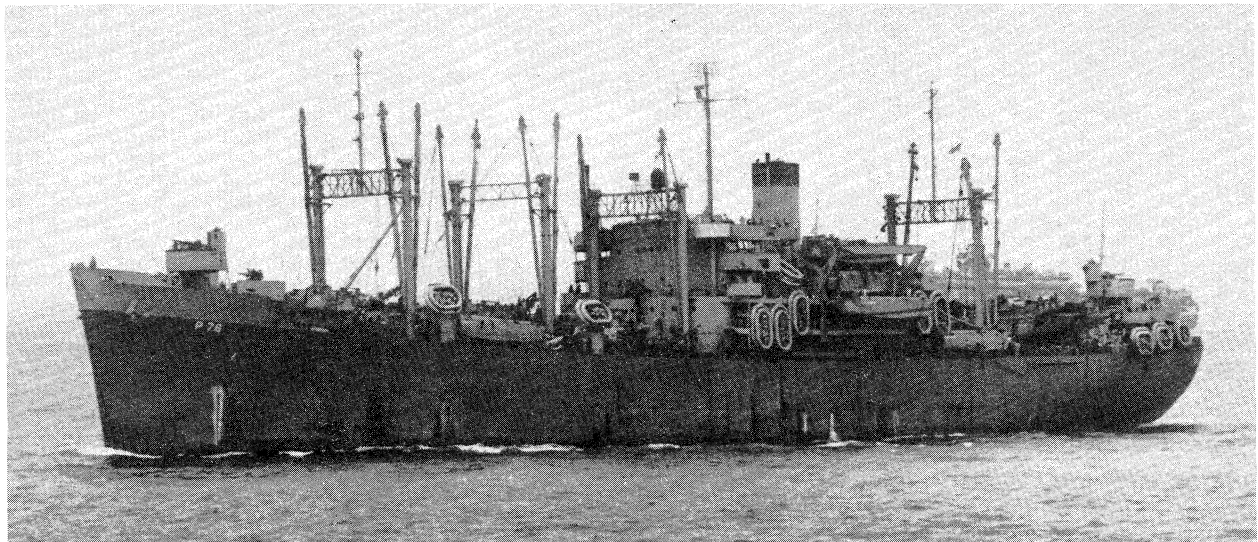
Instead of returning home from the last eastward transatlantic crossing which ended at Oran on 22 June, *Anne Arundel* got underway on 5 July to take part in Operation "Husky," a joint British-American invasion of Sicily. On the 9th, the vessel anchored off Scoglitti, Sicily, with Transport Division 5 and, the next day, began debarkation operations. She completed unloading on the 13th and reversed her course back to Oran. She paused there to take on personnel for transportation to the United States and then sailed on the 22d. The ship reached New York City on 3 August.

Following voyage repairs, the transport left the east coast on 21 August and headed back toward Algeria. She arrived at Oran on 2 September, unloaded her cargo, and returned to New York. *Anne Arundel* got underway again in early October and touched at Belfast, Northern Ireland, on the 17th before proceeding on to Gourock, Scotland, to discharge cargo. The vessel sailed on 27 October, shaped a course for Algeria, and remained in port at Algiers for one week before sailing for the United States. She reached New York on 11 December.

The transport began the year 1944 with a voyage to England. She touched at Liverpool on 9 January, debarked some troops, and moved on to Belfast the next day. The ship sent more troops and supplies ashore there before returning to the United States. She continued her supply runs between New York City and Great Britain through early June. Among her ports of call were Newport, Wales; Portland and Plymouth, England; and Loch Long, Firth of Clyde, Scotland. In mid-April, *Anne Arundel* arrived at Plymouth to begin rehearsals for the upcoming invasion of the European continent at Normandy.

On 5 June, the ship left Portland with Task Force 124 and headed for the transport area off "Omaha" beach in northern France. She began debarking troops at 0646 on D-day, 6 June, and completed the process later that day. The vessel then reversed her course, steamed to England, and moored at Portland on the 7th. *Anne Arundel* took on cargo at Avonmouth, England, later that month and got underway for Algeria on 3 July. She paused at Oran before sailing on to Naples, Italy. At that port, she took troops and supplies on board in preparation for the invasion of southern France, which was codenamed Operation "Dragoon."

On 15 August, *Anne Arundel* arrived in the Baie de Pampebonne off the coast of Provence in France and began discharging troops ashore that same day. The transport left the area on the 16th and set a course for Oran. She returned to the French coast on 30 August and moored in the Baie de Cavalaire to unload vehicles and troops to reinforce Allied positions. During



Anne Arundel (AP-76) en route to Sicily, July 1943, photographed from *Ancon* (AGC-4). (80-G-215088)

the next one and one-half months, the vessel made several resupply runs from Naples and Oran to Marseille, France. She completed her last trip to France on 15 October and set a course for the United States.

Anne Arundel touched back at New York City on 8 November and entered a shipyard for repair work before resuming cargo loading operations. She left the east coast on 18 December, bound for the Pacific. The transport transited the Panama Canal on Christmas Day; joined the Pacific Fleet; and continued on to San Francisco, Calif., where she embarked several hundred marines. She then made another stop at San Diego, Calif., to take on supplies and naval passengers. The ship left the west coast on 14 January 1945 and reached Pearl Harbor, Hawaii, six days later.

The vessel got underway again on the 22d to carry supplies and troops to Guam and Ulithi. At Guam, she took on marine and naval casualties for transportation to Hawaii. After making a brief call at Eniwetok, *Anne Arundel* arrived back at Pearl Harbor on 22 March. The vessel was in upkeep for approximately one week before once more beginning cargo loading operations. She left Hawaii on 7 April with troops for the Ryukyu campaign embarked; made stops en route at Eniwetok and Ulithi before arriving in the transport area off Hagushi beach on Okinawa on 3 May. For the next five days, the ship debarked troops, provisioned various landing craft, and received casualties on board. She paused at Saipan on 12 May to send wounded troops to hospitals on the island and then continued sailing eastward to the United States.

The transport reached San Francisco on 28 May. After a period of upkeep, *Anne Arundel* began taking on equipment and supplies for transportation to forward areas in the Pacific. She arrived at Pearl Harbor on 18 June; then shaped a course for the Philippines. On 9 July, the ship reached Leyte, where she was assigned to duty as a receiving ship. She remained at Leyte until 8 August, the day she got underway for the Admiralty Islands. The ship was in port at Manus when the Japanese capitulated on 15 August.

Anne Arundel returned to Leyte on the 23d. After taking on personnel and supplies, she left Philippine waters and headed for the Japanese home islands. She moored at Yokohama, Japan, on 13 September and reported for duty with Transport Squadron 24 to support occupation forces ashore. After unloading her holds, the ship left Japan on 19 September and sailed for Apra Harbor, Guam.

Having taken on another load of troops and cargo, *Anne Arundel* sailed to Tsingtao, China. After discharging her passengers there, the ship proceeded to the Philippines. From Manila, she got underway on 30 October with TG 78.6, bound for French Indochina. *Anne Arundel* reached Haiphong on 2 November and began embarking elements of the Chinese 52d Army and their equipment for transportation back to China. She arrived at Chinwangtao on the 12th. Having disembarked her passengers, the vessel left Chinese waters two days later and proceeded to Nagoya, Japan.

There, the transport embarked several hundred military personnel and sailed for the United States on 5 December. She arrived at Tacoma, Wash., on the 18th; remained in availability at Tacoma through late January 1946; and then got underway to sail to the east coast. The vessel retransited the Panama Canal on 14 February and joined the Atlantic Fleet. *Anne Arundel* arrived at New York City on 21 February and began preparations for deactivation. She was decommissioned at Brooklyn on 21 March 1946 and turned over the War Shipping Administration for disposal. Her name was struck from the Navy list on 12 April 1946.

Returned to her prewar owners and refurbished for merchant service, the ship operated as *Mormacyork* until laid up around 1962. She remained on contemporary merchant vessel registers, inactive, until she was sold to the Lotti S. P. A. firm, of Italy, on 1 July 1970, and broken up for scrap.

Anne Arundel earned five battle stars for her World War II service.

Annie

(Sch: t. 27; l. 46'2"; b. 14'0"; dph. 4'6"; dr. 5'; cpl. 7; a. 1 12-pdr. sb.)

On the evening of 26 February 1863, armed boats commanded

by Acting Master Robert B. Smith from the Union sidewheel steamer *Fort Henry* captured *Anna* while that schooner was attempting to slip through the blockade and enter the Suwanee River with a widely varied cargo from the Bahamas. The prize's master, Capt. H. Hanson, acknowledged that he was "... endeavoring to run the blockade."

The report of this action does not mention that the prize had ever carried any other name. However, later records maintain that she had been called *La Criola* when captured and was renamed *Anna* at the beginning of her service in the Union Navy. A schooner called *La Criolla* had been captured by the Union sidewheeler *Bienville* some 25 miles southeast of Charleston bar and, subsequently, had been condemned and sold by the Federal prize court at Philadelphia. It is possible that the purchaser of *La Criolla* renamed her *Anna* and she was the vessel captured on 26 February 1863 by *Fort Henry*. If so, she had been built, according to an inspecting officer from *Bienville*, "... in one of the Northern States in the year 1857, and was [originally] named *Nora*." However, evidence that this was the case is far from conclusive.

Anna was condemned by the Key West prize court and the Navy purchased her on 11 March 1863 for service in the East Gulf Blockading Squadron. Her name first appeared on the list of vessels composing that squadron in a report dated the 16th and bore the notation, "Tender to *Dole*, fitting out." By 1 April, she had begun her active service and was stationed at Boca Grande. However, for some unknown reason, the vessel's name appeared as *Annie* and so it remained throughout her naval service. Almost a year later, on 8 March 1864, the squadron commanding officer, Acting Rear Admiral Theodorus Bailey, explained this discrepancy to the Navy Department. "The tender referred to, when captured, was called *Anna*, but she has, by some inadvertence, been always called the *Annie*, since being taken into the service of the Government, and I am of the opinion that it would be more convenient to preserve the name of *Annie*."

On the morning of the 13th, *Annie*—Acting Ensign James S. Williams in command—took her first prize, the schooner *Mattie* which was attempting to run into the Crystal River, Fla., with a diverse cargo. Williams placed a crew on board the prize and sent her to Key West in charge of Master's Mate Marcellus Jackson.

About half an hour before noon on 28 April, *Annie* sighted, chased, and fired upon *Dream* before that British schooner escaped into Spanish territorial waters off Cuba. This action prompted a protest by the English master and added to the already large list of incidents that kept relations between the Federal Government and the United Kingdom tense throughout the Civil War.

Annie scored again while proceeding to Tampa Bay on 11 July when she took the whaleboat *Alice* and her crew of six—from Havana—behind Cottrell's Key. Williams had been informed of the presence of the boat by the keeper of the Northwest Channel lighthouse who feared that she might attack his outpost. Another prize came *Annie's* way on the afternoon of 20 October when she captured the British schooner *Martha Jane*, outward-bound from Bayport, laden with cotton. Ten days later, *Annie* joined the armed launch of the screw gunboat *Sagamore*—which she was then tending—in chasing *Meteor* and caught that British schooner which was attempting to slip into Bayport with an assorted cargo from Havana. *Annie* and the launch again teamed up on 7 November when they took the British schooner *Paul* which—although cleared from Havana for Matamoros—was approaching the Florida coast with diverse merchandise.

Sometime during the second half of February 1864, *Annie* left *Sagamore* and was attached to the screw gunboat *Takoma*; and, thereafter, she acted as a tender to several other Union blockaders. On the morning of 2 March 1864, *Annie* anchored at 9:00 a.m., some five miles from land. Two hours later, a lookout reported having sighted a small boat approaching. At noon, the boat reversed course and fled, prompting the Union warship to give chase. Thirty minute's sailing brought her within sight of "... a schooner inside the reefs" and toward which the boat was rowing. At 1:10 p.m., *Annie* "... anchored in 6 feet of water ..." and sent an armed boat to board the schooner. However, the fleeing boat reached that vessel before the Yankee sailors boarded her, set her afire, and then hurried on shoreward. At 2:00 p.m., *Annie's* men went on board the schooner and found her to be a new vessel of about 80 tons carrying an assorted cargo which